

Texas A&M Transportation Institute

Pavement, Bridge and Congestion
20 Years of Condition Information

Texas House Committee on Transportation
Interim Hearing

April 26, 2002



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Changing Conditions Since 2000

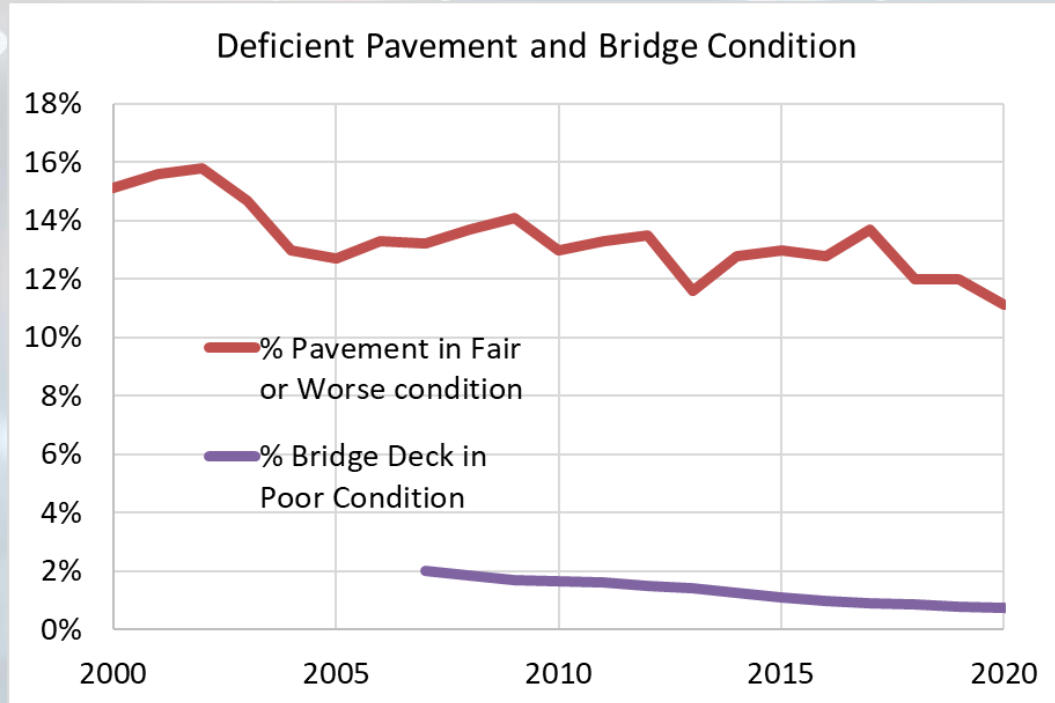
37% growth in population

32% growth in vehicle travel

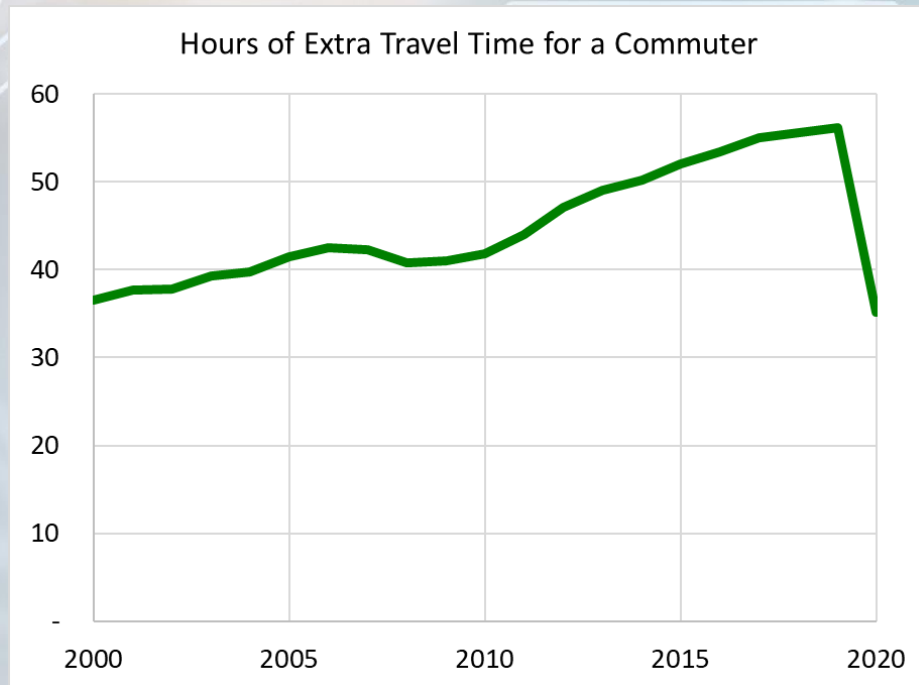
2030 Committee Report – published in 2011

- 4 scenarios from “Current Trend” to “Keep Current Conditions”
- Most important goal – preserve the infrastructure (Goal met)
 - Since 2010, pavement and bridge data have improved
- Congestion – Get Worse Slower (Goal not met)
 - Yearly extra travel time for the average commuter grew 14 hours in 9 years

Pavements and Bridges – Improving



Congestion – Getting Worse Faster

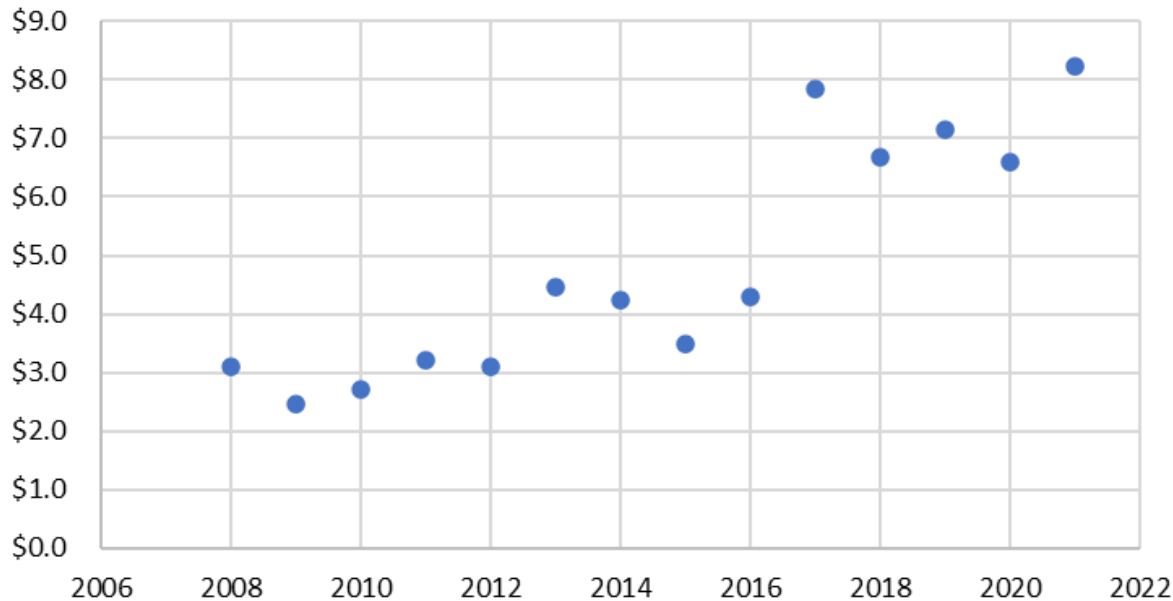


Cost of congestion in 2019: \$17.6 billion
(before the COVID-19 pandemic)



Increased Funding Showing Benefits in Some Areas

TxDOT Expenditures (Constant 2021\$)



Conclusions

- TxDOT spending has increased 145% since 2010
- Pavement and bridge conditions improving
- Congestion worsening

What Does the Future Look Like?

Pavement forensics – more effort to determine what needs to be rebuilt

Bridge – Continue focus on bridge deficiencies

Congestion

- Unable to build our way out of congestion....
- In a state that will grow 17 million people in 29 years -- also cannot not-build our way out of congestion
- Also need: work from home, tele-work, flexible work strategies (like COVID)
- Get the best bang for our buck - clear crashes, time the traffic signals, get project done on-time and budget
- Use technology, data, automation to improve traffic
- Provide more choices – managed lanes, transit, bike, walk
- Urban centers with jobs, shops and homes in walking distance

Questions?



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